



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

additions to the trunk lines required in order to meet the increased quantity of traffic consequent on the lowering of fares, to the capitalisation of loans, and the creation of fictitious capital, principally by the purchase of railways at premiums, and therefore at sums beyond what they actually cost. These being profitable operations when shares were high, were pushed to such an extent, as now to press severely on the original share capital of railway companies.

The great evil of the last three years, is the extravagant outlay of money which has taken place—an outlay, which instead of being checked by the legislature, has been encouraged to the utmost by the mode of legislative inquiry adopted. This has inflicted on the railway system a burden which it will never be able to throw off, and which the public will always have to submit to a higher rate of charge for conveyance than would, with common prudence, have been necessary. It only remains to stop this extravagance with a strong hand. The very existence of the railway companies depends on the economy they can practice in making and working their railways—and nothing, which on the face of it, involves increased outlay—be it diversity of gauge and its consequence the mixed gauge, or be it under the more plausible plea of competition, should be countenanced either by railway companies or the legislature, if we wish to secure for ourselves the full fruits of that admirable invention, which England and the English engineers, who have followed in the steps of George Stephenson, have given to the world.

Railway Accidents.

By an Analysis of the Returns made to the Railway Department, it appears that of the 90 persons killed and 99 injured, on all the Railways open for public traffic in Great Britain and Ireland, during the half-year ending the 30th June, 1848, there were—

6 Passengers killed, and	60 injured from causes beyond their own control.
5 Passengers killed, and	2 injured, owing to their own misconduct or want of caution.
7 Servants of Companies or of Contractors killed, and }	14 injured from causes beyond their own control.
52 Servants of Companies or of Contractors killed, and }	18 injured, owing to their own misconduct or want of caution.
18 Trespassers and other persons, neither Passengers nor Servants killed, and	5 injured by improperly crossing or standing on the railway.
1 person run over and killed, at a crossing, through misconduct of an engine-driver.	
1 suicide.	
<hr/> TOTAL..... 90 killed.	<hr/> 99 injured.

And for the same period the number of passengers amounted to 26,330,492.